

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☐

Property Name: Potomac and Aquia Creek Railroad Inventory Number: AA-2318
Address: _____ City: Gambrills Zip Code: 21054
County: Anne Arundel USGS Topographic Map: Odenton
Owner: Christine Sands Is the property being evaluated a district? ☐ yes
Tax Parcel Number: 30 Tax Map Number: 445 Tax Account ID Number: _____
Project: MD 3 from MD 32 to US 50 Agency: Maryland State Highway Administration
Site visit by MHT staff: ☒ no ☐ yes Name: _____ Date: _____
Is the property is located within a historic district? ☐ yes ☒ no

If the property is within a district District Inventory Number: _____
NR-listed district ☐ yes Eligible district ☐ yes Name of District: _____
Preparer's Recommendation: Contributing resource ☐ yes ☐ no Non-contributing but eligible in another context ☐ yes

If the property is not within a district (or the property is a district) Preparer's Recommendation: Eligible ☐ yes ☒ no

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Documentation on the property/district is presented in:

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

This location of the rail bed includes both hill cuts and ravine fills. Parts of the bed have been used as an unimproved road. There is no evidence of ties, rails, or spikes.

The Baltimore and Aquia Creek Railroad was incorporated in 1853. The company began grading but the tracks were never laid (presumably due to the Civil War). Oden Bowie assumed the presidency of the Baltimore and Aquia Creek Railroad in 1860 and under his leadership the company was called the Baltimore and Potomac Railroad.

With the incorporation of the Baltimore and Drum Point Railroad in 1868 these earlier railroad beds of the Potomac and Aquia Creek were to be utilized as part of the Baltimore-Drum Point line in an ambitious attempt to connect Baltimore to southern Calvert County. Portions of the Drum Point Railroad bed have already been examined and determined eligible for the National Register of Historic Places under Criterion A and Criterion C (18CV172).

The Drum Point Railroad bed was never completed. All that remains are scattered prisms of this bed with larger, more intact portions in Calvert County.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☐ Eligibility not recommended ☒
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

MHT Comments *Lacks integrity. Other sections of RR bed must be evaluated separately.*

Jim Jamison
Reviewer, Office of Preservation Services

[Signature]
Reviewer, NR Program

12/15/03

Date

12/23/03

Date

200304229

NR-ELIGIBILITY REVIEW FORM

Potomac and Aquia Creek Railroad

Inventory Number: AA-2318

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The remains of the Potomac and Aquia Creek Railroad bed are considered not eligible for the National Register of Historic Places.

The Potomac and Aquia Creek Railroad bed is considered not eligible for the National Register of Historic Places under Criterion A. This small, isolated section of rail bed that is sandwiched between MD 3 and MD 175 lacks the integrity of setting, feeling, and association as a railroad bed that signifies the importance of rail transportation in the area.

While there is a loose association with the Drum Point Railroad bed, this section does not contribute to the significance of the Drum Point bed. This particular portion is physically smaller than the well defined stretches of the bed that lie in Calvert County. Additionally, while it has been suggested that the completion of this rail could have changed the nature of Calvert County's economic make-up to a less agrarian economy, the same cannot be said for Anne Arundel County. With nearby Annapolis as the seat of the state government, the closer proximity to Baltimore, and the other nearby competing railroad lines, the completion of the Drum Point Railroad would not have carried as dramatic differences in the overall economy of Anne Arundel.

The Potomac and Aquia Creek Railroad bed is considered not eligible for the National Register of Historic Places under Criterion B. There may be a loose association with Oden Bowie, but there are other places and sites that more reflect his contributions to history.

The Potomac and Aquia Creek Railroad bed is considered not eligible for the National Register of Historic Places under Criterion C. This prism does not retain integrity of setting, feeling and association and materials. It is bisected by MD 175 and MD 3. This railroad was never fully realized and therefore, an absence of rails and ties.

The Potomac and Aquia Creek Railroad bed is considered not eligible for the National Register under Criterion D as it does not have the potential to yield new information about railroad construction techniques.

Prepared by: Becky Kermes

Date Prepared: 10/13/2003

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

MHT Comments

Reviewer, Office of Preservation Services_____
Date_____
Reviewer, NR Program_____
Date

Potomac & Aquia Creek Railroad

Inventory Number AA-2318

Gambrills, Anne Arundel County, Maryland

Approximate Date of Construction: 1860s

Private Property

Property Summary Description:

The bed on the site was initially constructed for the Potomac and Aquia Railroad sometime between the early to mid 1860s. Later in the 19th Century, the Baltimore and Drum Point Railroad intended to use the bed for its unsuccessful attempt to create an additional port for Baltimore at Drum Point harbor. The railroad was never built because the company went bankrupt and the site as a railroad bed became obsolete. The site consists both of hill cuts and ravines fills. There is no evidence of ties, rails, or spikes. The berm has suffered deterioration by erosion and ^{disturbance} ~~distribution~~ through grubbing and land moving activities. Additionally, the bed is moderately to heavily wooded with a heavy under story of weed, grasses, and thorny brush. The bed has never been utilized for its intended purpose as a railroad bed. There is no evidence to support that track or rails were ever laid on this site.

The significance associated with this site would be similar to that attributed to a National Register eligible site in Prince Frederick, Calvert County. The site in Calvert County demonstrated clearly its intended use as a railroad bed for the Baltimore and Drum Point Railroad as well as the techniques associated with late 19th Century railroad construction. The Baltimore and Drum Point Railroad is significant because of the industrious intended purpose to serve as a means of linking the more agricultural southern counties of Maryland with Baltimore, essentially broadening the economy of Calvert County.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. AA-2318

1. Name of Property (indicate preferred name)

historic Potomac & Aquia Creek Railroad
other

2. Location

street and number _____ not for publication
city, town Gambrills _____ vicinity
county Anne Arundel

3. Owner of Property (give names and mailing addresses of all owners)

name Christine Sands
street and number NA telephone
city, town NA state MD zip code

4. Location of Legal Description

courthouse, registry of deeds, etc. Anne Arundel County Real Property Database tax map and parcel: 30 & 445
city, town Annapolis liber DB 7 folio 120

5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☐ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☒ Historic Structure Report or Research Report
☐ Other

6. Classification

Category	Ownership	Current Function	Resource Count
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing Noncontributing
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> commerce/trade	0 0 buildings
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	0 1 sites
<input checked="" type="checkbox"/> site		<input type="checkbox"/> domestic	0 0 structures
<input type="checkbox"/> object		<input type="checkbox"/> education	0 0 objects
		<input type="checkbox"/> funerary	0 1 Total
		<input type="checkbox"/> government	
		<input type="checkbox"/> health care	
		<input type="checkbox"/> industry	
		<input checked="" type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	
			Number of Contributing Resources previously listed in the Inventory
			0

7. Description

Inventory No. AA-2318

Condition

<input type="checkbox"/> excellent	<input checked="" type="checkbox"/> deteriorated
<input type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input checked="" type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

The railroad bed within the APE passes directly along the southeastern edge of the Belt Site (18AN512) and Jabez Branch Creek. To the site's north are private dwellings and Holiday Park Road, and to its west runs Highway 175 and a narrow dirt and gravel driveway. The railroad bed site has been associated with Anne Arundel County Tax parcel 445 of Map 30. It is likely that the railroad right of way was graded in the 1860s and abandoned in 1867.

The railroad bed initially was constructed for the Potomac and Aquia Railroad, which was never fully realized. Later in the 19th Century the Baltimore and Drum Point Railroad intended to use the bed for its attempt to create an additional port for Baltimore at Drum Point harbor. The railroad was never built because the company went bankrupt.

The site consists of both hill cuts and ravine fills. There is no evidence of ties, rails, or spikes. The berm has suffered deterioration by erosion and distribution through grubbing and land moving activities. Additionally, the bed is moderately to heavily wooded with a heavy under story of weed, grasses, and thorny brush. The bed has never been utilized for its intended purpose. There is no evidence to support that track or rails were ever laid on this site.

Since the 1890s the bed has undergone deflation due to distribution by grubbing and land moving activities. Erosional cutting from small drainages flowing east into the nearby Jabez Creek adversely effected the bed's definition. These drainages have dissected the bed in many locations and have created a hospitable environment for the vegetation growth. The bed is isolated within a wooded area and bordered by suburban development leaving the site void of context as a portion of either the Potomac and Aquia Railroad or the Baltimore and Drum Point Railroad.

8. Significance

Inventory No. AA-2318

Period	Areas of Significance	Check and justify below			
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> recreation	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning	<input type="checkbox"/> exploration/	<input type="checkbox"/> maritime industry	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation	<input type="checkbox"/> settlement	<input type="checkbox"/> military	<input type="checkbox"/> other:	

Specific dates 1860-1890

Architect/Builder NA

Construction dates NA

Evaluation for:

☒ National Register

☐ Maryland Register

☐ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance reports, complete evaluation on a DOE Form - see manual.)

Summary

The site contains a raised bed constructed in the mid 19th Century to serve as a portion of a railroad bed for the Potomac and Aquia Creek Railroad and then later the Baltimore and Drum Point Railroad. Neither railroad was ever fully realized. The failure of the Potomac and Aquia Creek Railroad has been attributed to the onset of the Civil War. The lack of necessary funding leading to the eventual bankruptcy of the railroad company halted the Baltimore and Drum Point Railroad construction. There were never tracks constructed on the bed and it has been unused for its intended purpose since the Baltimore and Drum Creek Railroad Company went bankrupt in the 1890s.

Historical Narrative

This site on which the bed lies is adjacent to the Belt Site-18AN512, part of Tax Tract Parcel 445 of Map 30. It was also associated with the Potomac and Aquia Creek Railroad. The 1860 Martenet Atlas of Anne Arundel County illustrates that the property was the planned site for the bed of the railroad.

The Potomac and Aquia Creek Railroad, incorporated in 1853, would have provided a connection between Baltimore and southern Maryland had it ever been completed. The investors of the railroad had hoped that it would eventually be extended providing a Baltimore-Washington, D.C. railroad by Congressional Charter. Preliminary work was done for the railroad's construction between Baltimore and an unknown southern terminus, but the track was never laid due to the onset of the Civil War (Browne 1985:107).

In 1860, Oden Bowie had assumed the reins of this railroad company. During Bowie's tenure, the name of the company was changed to the Baltimore and Potomac Railroad. The company succeeded under Bowie's tenure in obtaining a charter to complete the Baltimore-Washington, D.C. line that the company had once envisioned. After the Supreme Court settled legal opposition to this charter from the B&O Railroad, construction on the line began in 1867 (Browne 1985:107). This rail line was built about 4 miles north of the old Potomac and Aquia Creek bed. The new line opened as the Baltimore and Potomac Railroad in 1872 (O'Malley 1978:19). Irish immigrants worked on the construction of the Baltimore and Potomac Railroad, and some of the workers brought their families to the area (Browne 1985:108). The first train of the Baltimore and Potomac Railroad began operation on July 2, 1872. Since the line crossed the Annapolis and Elkridge Railroad, it was possible for travelers from Annapolis to take the Annapolis and Elkridge and transfer to the Baltimore and Potomac for travel to Washington, D.C. Eventually, the Pennsylvania Railroad absorbed the Baltimore and Potomac (Browne 1985:108).

The railroad right-of-way at the archeological site 18AN513 was likely graded in the 1860s, and was abandoned by 1867, with the new Baltimore and Potomac Railroad under construction at a new right-of-way site. However, the bed was part of another attempt to establish a railroad through the area in the late nineteenth century. A new company was formed in the second half of the nineteenth century to establish a railroad from Baltimore to Drum Point. The company planned to use the old railroad bed that had been graded in the 1860s by the Baltimore and Aquia Railroad. However, the Baltimore and Drum Point Railroad also never

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Inventory No AA-2318

Name Potomac & Aquia Creek Railroad

Continuation Sheet

Number 8 Page 1

succeeded in building any track, and the company went bankrupt in the 1890s (Browne 1985:109).

Other portions of the Drum Point Railroad bed have been determined eligible for the National Register, specifically portions in the vicinity of Prince Frederick, Calvert County. Those portions, unlike what has been found at this site, when investigated revealed several intact remnants of the never completed railroad such as cleared grades and other evidence of rail line, remnants of ceramic drainage pipes, and spoil from excavations. It was assessed that the extant remains of the bed at this site "exemplify the construction of a late nineteenth-century railroad by manual labor, draught animals, and rudimentary hand tools (Archeological Report Number 141)." That which remains on this site does not exhibit the quality of information or form described in the Archeological Report Number 141, concerned with the Prince Frederick portion of the Baltimore & Drum Point Railroad.

Evaluation

Historical research and archeological investigation of the section of the built railroad right of way or berm, within the project area, indicates that no significant elements associated with the railroads were built in the project area, such as major bridges, stations, yards, support facilities, workers housing, etc. Further, it is thought that tracks may never have been laid on this site. What remains within the project area is evidence of a railroad bed that has undergone deflation, destruction, and alterations by nature and man.

As described in Section 7, the site containing the railroad bed has undergone alteration from natural forces such as the dissection of the bed by small drainages flowing towards Jabez Creek, obscuring by the growth of vegetation, and erosion associated with weather conditions. Manmade alterations to the bed and adjacent site have included tree grubbing, earth moving, and heavy trash dumping. These actions have significantly disturbed the area.

Given these factors the remains of the Potomac and Aquia Creek Railroad bed within the project area lack the integrity and do not fulfill the criteria necessary to be determined eligible for listing in the National Register. The remnants of the railroad bed 1) do not represent nor convey events that have made a significant contribution to the broad patterns of history (National Register Criterion A), 2) are not associated with the lives of significant historical individuals (Criterion B), nor 3) do they embody the distinctive characteristics of nineteenth and early twentieth-century railroad construction methods due to 1) the lack of evidence of any track construction on the site and 2) a significant degree of deflation, alteration, and deterioration has obscured the bed and evidence of techniques and methods used in its construction. Further, given that only the prism remains, this historic resource would not have the potential to provide important information in prehistory or history (Criterion D).

9. Major Bibliographical References

Inventory No. AA-2318

See continuation sheet.

10. Geographical Data

Acreage of surveyed property 3.00

Acreage of historical setting 81.75

Quadrangle name Odenton

Quadrangle scale 7.5

Verbal boundary description and justification

The site is located in Anne Arundel County, at the junction of the Robert Crain Highway, Route 3, and Route 175.

11. Form Prepared By

name/title Molly Sheehan-Curtin, Architectural Historian

organization URS Corporation

date 10/7/03

street and number 561 Cedar Lane

telephone 609-499-3447

city or town Florence

state NJ zip code 08518-2511

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
DHCD/DHCP
100 Community Place
Crownsville MD 21032
410-514-7600

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. AA-2318

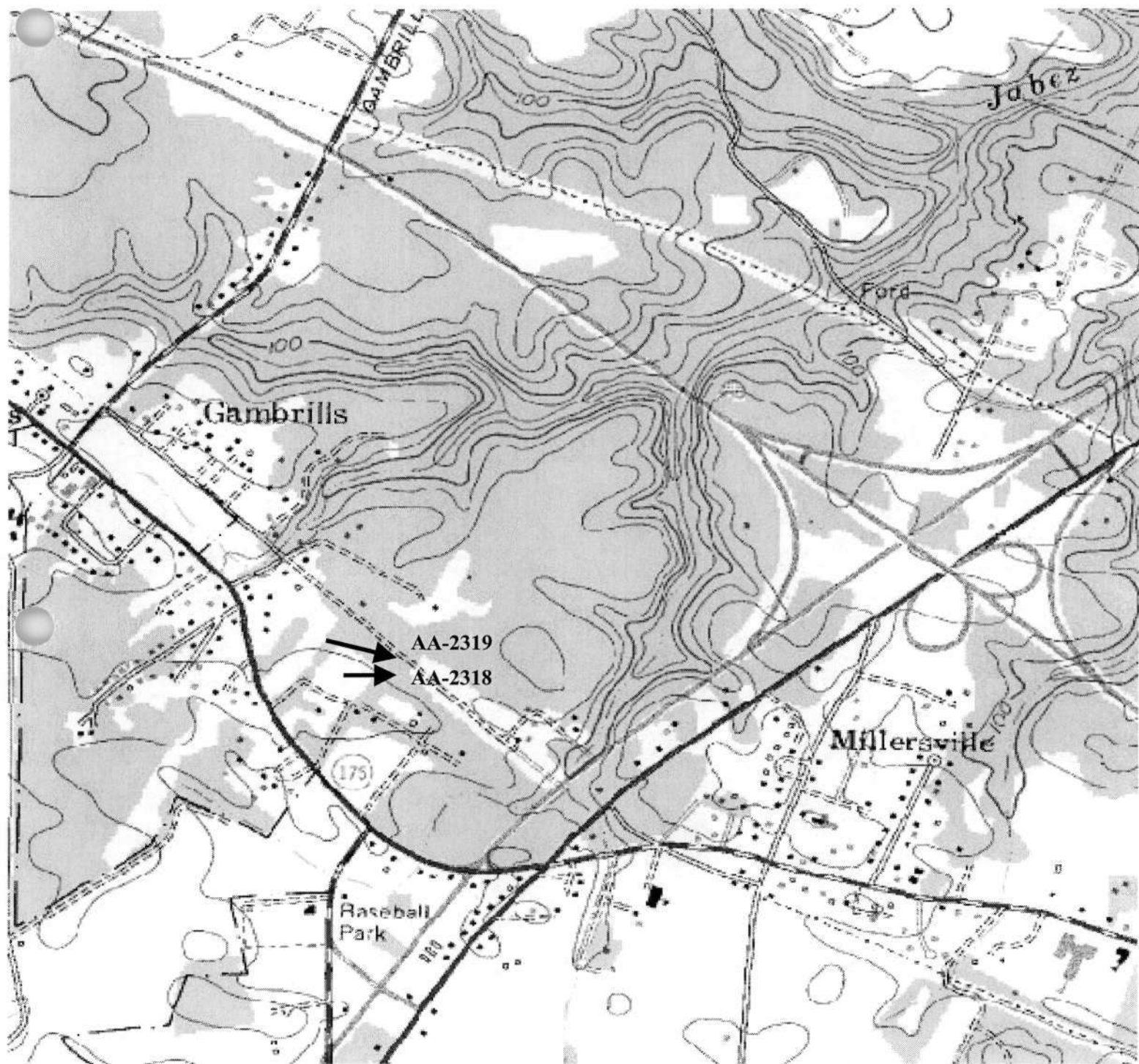
Name Potomac & Aquia Creek Railroad

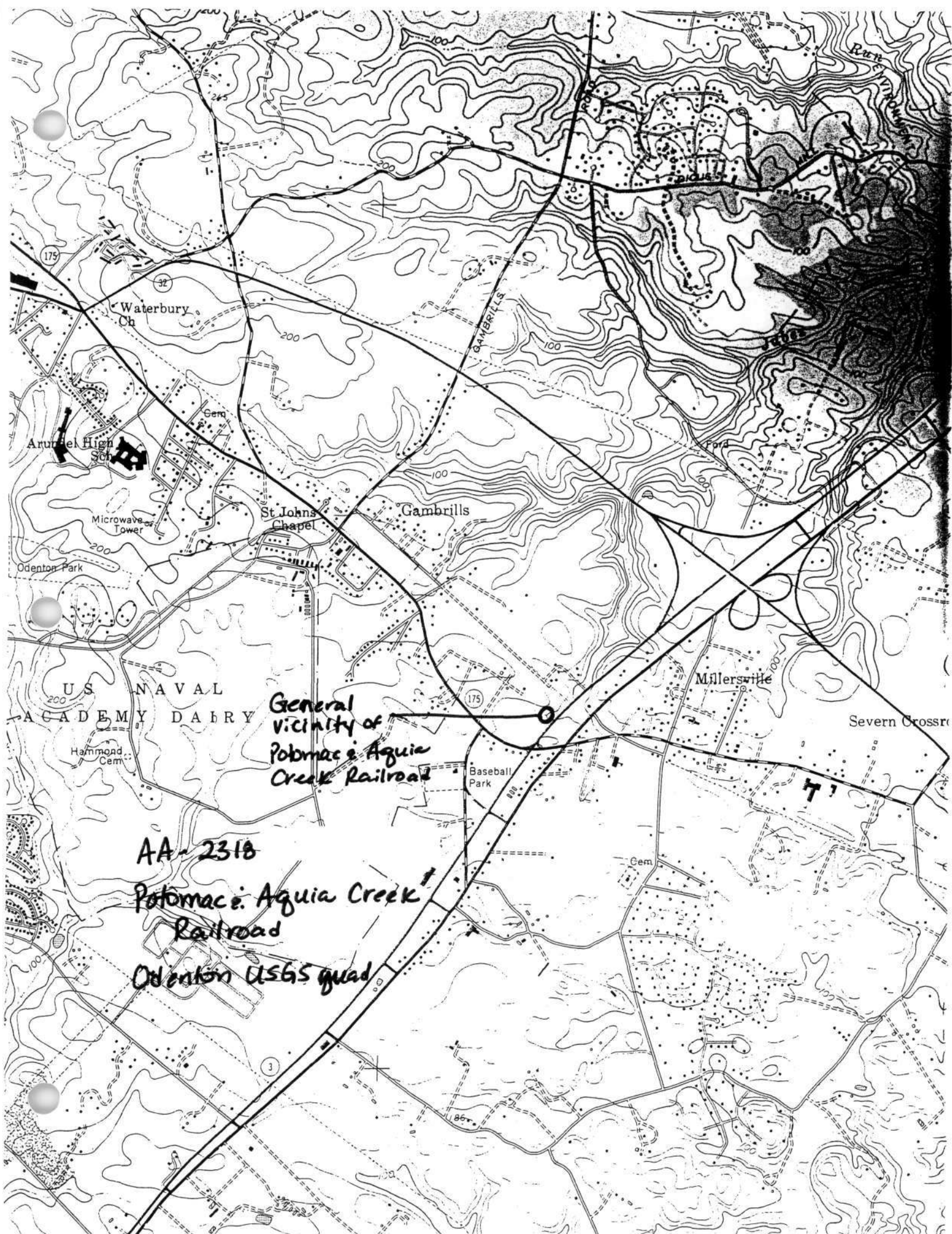
Continuation Sheet

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1. Browne, J. L. 1985 From Sotweed to Suburb: A History of the Crofton, Maryland Area 1660-1960. Baltimore-Gateway Press, Baltimore.
2. O'Malley, C. L. 1978 Odenton: The Town a Railroad Built. Jackson Printing, Inc., Annapolis and St. Michaels, Maryland.
3. Anne Arundel County, Land Records Office Deed Records, 1839-2003. Anne Arundel County Courthouse.
4. Anne Arundel County Auditor
5. Phase I Archeological Survey: Widening of Maryland Route 2/4 and the Collector-Distributor System for Maryland Route 2/4, in the Vicinity of Prince Frederick, Calvert County, Maryland. Maryland State Highway Administration, 1996.
Tax Assessment Record, 1876-. Maryland Hall of Records, Annapolis.
5. Martenet, S. 1860 Map of Anne Arundel County. Published in Martenet's Map of Maryland (Atlas edition), Simon J. Martenet, 1865 [1866]. Copy available at the Maryland Historical Trust, Crownsville.
6. Hopkins, G. M. 1878 Atlas of Anne Arundel County. G. M. Hopkins, Philadelphia.
7. U.S. Geological Survey, 1905 Map of Relay Quadrant, Anne Arundel County, Maryland. On file at the Maryland Historical Trust, Crownsville.

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Potomac & Aquia Creek Railroad Bed

Anne Arundel County

Photographer - unknown - URS Corporation

Negatives @ MD SHPO

10-2003

Corresponding Negative #1
Inventory # AA-2318